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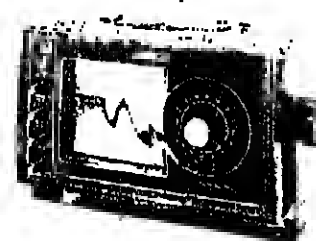
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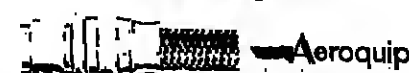
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Share-out by EEC must be changed

-Silkin

FISHERIES MINISTER John Silkin made a statement to the House of Commons last Friday about the latest round of common fisheries policy talks with the EEC.

He said: "My Rt. Hon. Friend the Secretary of State for Scotland and I represented the United Kingdom at the special three-day meeting of the Council of Fisheries Ministers in Brussels from December 8-10.

"The Council had before it a number of proposals from the Commission on the common fisheries policy, including proposals on quotas, access and conservation.

"I have already told the House that the United Kingdom could not possibly

policy, which must include measures to allow coastal member states to safeguard the stocks within their sovereignty or jurisdiction, cannot be adopted separately from decisions on access and quotas.

"The question of division of resources is more difficult. The basis of our position is well known to the House. The United Kingdom is the member state which has lost most in distant waters and contributes most to the fish stocks in the waters of member states, but the present commission proposals do not take proper account of these factors. They must be changed.

"I believe that at this time there was a more widespread recognition than any time in the past of the need to take account of distant water issues. I also believe that the position of the United Kingdom is now better understood, although our contribution is not fully recognised even now.

"The crucial questions of access and coastal preferences were not fully discussed. The government's position on these points remains unchanged.

"The Council has agreed to 'stop the clock' and to meet again on January 16, 1978, and the commission have agreed to revise their proposals.

Russia wants talks

THE SOVIET fisheries minister has said that the Soviet Union is ready to resume talks with the EEC on fishing.

He expected an early meeting between EEC and Soviet fishing experts in line with an understanding reached in Warsaw in September.

However, there is one proviso: matters of 'purely political nature' must be excluded from the talks.

The minister, Alexander Ishkov, regretted that talks on 200-mile limits and the possibility of mutual access had been 'delayed too much'.

when he spoke in Moscow on Thursday last week.

The unsettled state of relations between the EEC and the USSR over fishing had been "due to the introduction, by the EEC, of purely political problems." This had prevented the working out of long-term, mutually advantageous arrangements.

"The lack of a treaty was hindering British fishing interests in the Barents Sea. An agreement could be signed, suggested Mr. Ishkov, using the unified text considered at the Law of the Sea Conference.

COMMENT

THE MINISTERIAL dream of a united Anglo-Irish front in EEC negotiations seems to be fading fast. While over the past few weeks both British and Irish ministers have been publicly cultivating an aura of togetherness, the Brussels talks last week emphasised that an alliance is not really on.

There now seems to be a dawning realisation on the part of the Irish that the two industries are not compatible. For Ireland, the necessity is to keep an area of water which will sustain an essentially inshore fleet, while Britain has to find a solution which will keep an inshore, middle water and distant water operation viable.

This is seen as the Achilles heel of British claims and has led to Ireland not only criticising British quota claims but, also, insisting that independent reciprocal fishing arrangements with third countries are made.

While encouraging statements on progress of EEC talks still roll out from the government, the worrying aspect of the Irish move is that it might be inspired by what they have seen of the British stance of the negotiating table. Certainly the threat of a ban on all EEC boats by Norway puts pressure on Britain to be more amiable in its dealings with other member states...a pressure which Ireland doesn't have to bear.

The impression that cracks are appearing in Britain's previously strong stand is reinforced by the reported demand of Mr. Silkin for 962,000 tons as the British share of the EEC catch. This is less than a third of the expected three million tons to be taken next year - and is well short of Mr. Silkin's previous demand for 60 per cent of the total.

If these figures are anything to go by, British fishermen might well be wondering if they are about to be sold out.

fishing news

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Ban on Iceland stays—lumpers

CHAIRMAN of the Grimsby lumpers committee, Tony Edwards, made it clear last week that his men would not be lifting their ban against Icelandic wet fish trawlers.

In a statement Mr. Edwards said the lumpers would stand firm on the ban - even if it meant going against the advice of their union.

Icelandic wet fish would only find its way back on to the Grimsby market if the Icelanders agreed to allow one Grimsby distant water trawler back on to the Icelandic grounds in exchange for every Icelandic vessel landing at Grimsby.

This announcement threw an untimely spanner in the works of Humber MP, John Prescott (Hull East) and Austin Mitchell (Grimsby), who have been campaigning to settle the

Icelandic problem. Mr. Mitchell is now recovering from car crash injuries.

They have been under pressure from processing industries at both ports on the Humber where fish, especially cod, is now so scarce that filleters, and other process workers are joining fishermen in the pre-Christmas dole queue.

Nor could the Grimsby lumpers' decision have come at a much worse time. The first of a series of 'ex-

ploratory' meetings between representatives of the Icelandic fishing industry and certain sections of the British industry, geared towards an ultimate agreement to end the embargo on wet fish imports, had ended hopefully at Selby on Tuesday of last week.

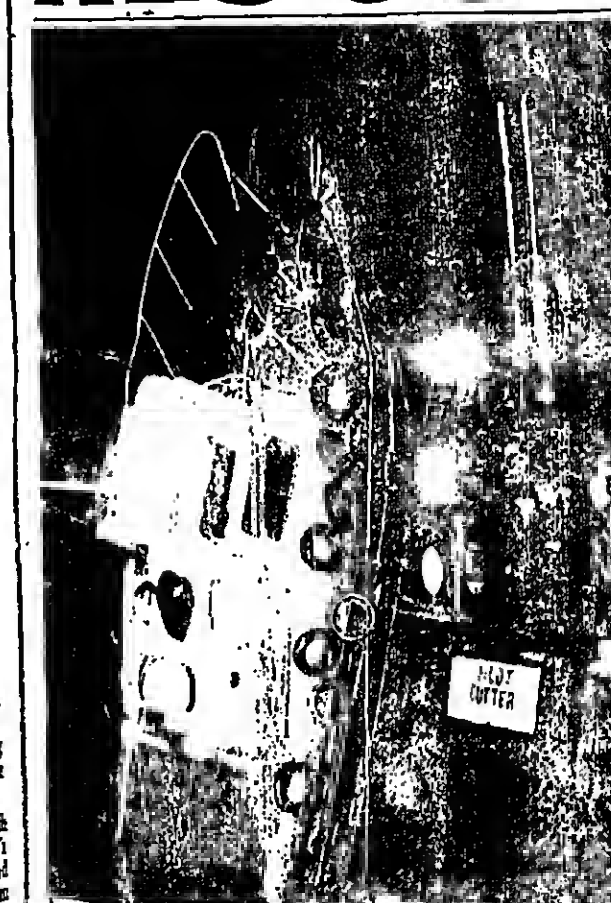
Both MPs were optimistic that further progress would be made at last Friday's London discussions when Mr. Edwards, asked to explain the absence of any

representatives of the Grimsby lumpers at Selby, made the statement.

The British delegation at Selby included the national fisheries officer to the TGWU, David Cairns, representatives of the Hull bobbars, merchants and processors.

Like the Grimsby lumpers, Humber's distant water trawler owners - who continue to support the ban - were canapaceous by their absence.

GALE AIR-LIFT RESCUES CREW



THE Aberdeen trawler *Elinor Viking* is expected to be a write-off after being driven on to the treacherous Vee Skerries, off the Shetlands, last Friday night by mountainous seas and gale force winds.

Skipper Alex Flett and his crew of seven were miraculously plucked to safety by a British Airways helicopter at the start of an eight-day trip.

Other fishing boats in the area raced to the scene and a lifeboat was launched, but she could not get near the stranded trawler. Her bottom had been ripped open by the jagged reefs and she was being pounded by the gale-lashed seas.

Overhead an RAF Nimrod aircraft dropped flares. Skipper Flett said afterwards that the helicopter was a "real angel of mercy." He added that the chopper's crew were "heroes."

The crew of *Elinor Viking* was taken to hospital in Lerwick and Skipper Flett and chief engineer, Douglas Morrison, were detained overnight for observation. The rest of the crew was allowed to leave. *Elinor Viking* is one of the most up-to-date boats operating from Aberdeen.

No power cuts, please...

IF THE COLD store was switched off and the ice allowed to melt Billingsgate would fall down.

This was told last week to the select committee of MPs investigating the fishing industry.

John Smithers, president of the National Federation of Wholesale Fish Merchants and a former chairman of Billingsgate, recalled that the market had been condemned by the medical officer at health some years ago.

"Its days must be numbered," he said. Alexander Bannerman, vice-president of the National Federation of Fishmongers, suggested the creation of an industry marketing board on the lines of the Egg Marketing Board to promote fish.

£50,000-plus

NEWINGTON'S C. S. Forester, the only vessel landing for Hull's Monday market, grossed £50,221. She had 1,580 kits after a 26-day trip to Bear Island. Skipper E. Woodbridge's catch averaged £31.76 per kit for the codstuffs.

OPENING LATE

SEABOURNE Electronics of Plymouth will be staying open until 8pm until Christmas Eve. It is previewing some of the equipment to be displayed at Earle Court Boat Show in January.

Pilot boat salvaged

PETERHEAD pilot boat being hoisted out of the water at the south harbour after she capsized while rescuing the crippled Aberdeen trawler *Glen Affric* (Fishing News, December 9).

Crewman Peter Anderson was lost when the boat sank, but Skipper Arthur Buchanan survived in an air pocket after being entombed in the boat for 50 minutes.

BOJEN'S PAIR BOAT

JONES BUCKIE Shipyard has laid the keel of a 79 ft. wooden-hulled pair trawler being built to the order of Skipper Jens Bojen's Denby Trawlers Ltd. of Grimsby.

Designed by G. L. Watson and Co., the transom sterned vessel will have a beam of 23 ft. and will be powered by a Kelvin TASA 375 hp engines turning a Humber variable pitch propeller. Gear handling aids will include Norwich trawl winch and Loeis Hydraulics net hauler. Wheelhouse equipment

will include Decca radar and autopilot and Sallor radio telephones.

Lucky escape

IRISH fishermen, John Urkin, had a lucky escape from death when he was rescued from *Pennance* harbour by two policemen. Luke Hogan and Joseph Kopinski threw him a rope after hearing his faint cries for help. He suffered no injuries and was later taken to his boat, *Golden Star*.

Fund-raising soccer

AN England v Scotland fishermen's soccer match is being arranged at Penzance, Cornwall, this Sunday to start at 11.10 am.

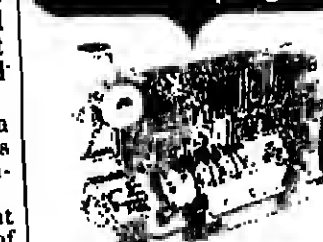
It's part of a fund-raising campaign organised by John Britten, landlord of the Dock Inn at Penzance harbour. The campaign is in aid of the fund for the five men of *Boston Sea Ranger* who lost their

lives in the recent tragedy off Gwennap Head (Fishing News, December 9). The game will be between fishermen now working 'mackerel' from Newlyn and Penzance, including many from the sea coast. Mr. Britten is aiming to reach £5,000 by January 1. He is later collecting gifts which will be auctioned after Sunday's match.

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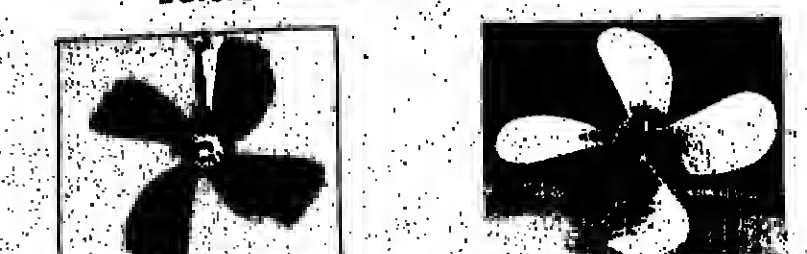
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MOD MAKES SONAR TRACK LONG-RANGE SHOALS

A SIMPLE modification which Decca engineers can make in a very short time has uprated the performance of the Simrad SL sonar on mackerel, sprats and pilchards.

The first fishing vessels with modified sets — *Pescosa II*, *Lorenzo*, *Aaltje Margriet*, and *Newington Trawlers* — have now had experience of the improved SL off Plymouth and Penzance. All their skippers praise it unreservedly.

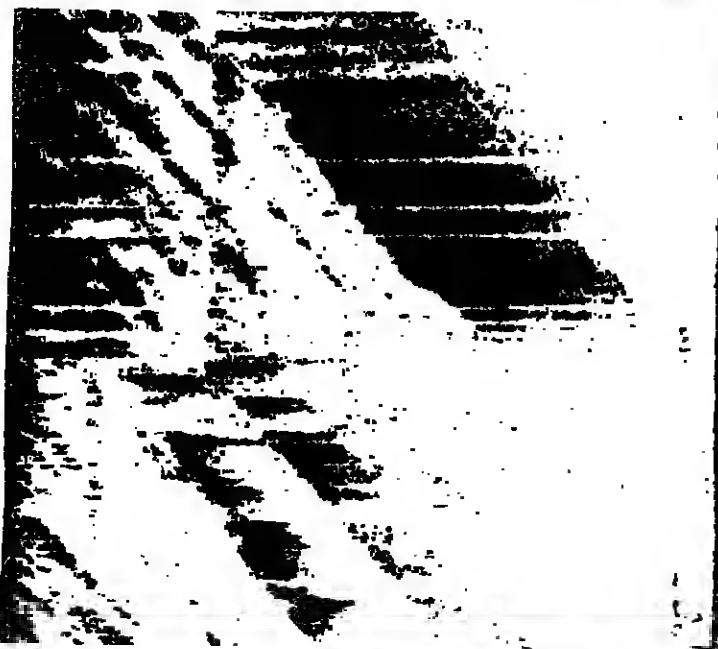
Alan Nicholson of *Pescosa II* said: "The new model has certainly done the trick. I am getting mackerel at 1,500 metres by day and 500 metres by night, as well as very good results with pilchards and small shoals of sprats."

John Lota, skipper of *Burton Lonsdale*, said that both he and Terry Fairley of *Bishop Burton* had found a great improvement, especially ranging on sprat, with clearer recording of targets. Newington will now be modifying the rest of its fleet's SLs.

The modification consists of changing a printed circuit board (and addition of a switch) to provide receiver gain control as an alternative to automatic gain control as in the larger Simrad sonars.

Frequency is unchanged and the excellent results obtained would appear, claims Decca, to be the last word in the high frequency/low frequency was not a major consideration.

The boats so far fitted with the mod have shown that it improves overall performance of the SL, cutting out unwanted echoes and producing a clearer, sharper recording of targets. The SL is now almost as good in picking up mackerel as bigger sonars in the range.



NORWEGIAN pursers/ trawlers fishing blue whiting next year will have the risk of burst nets reduced by a new instrument from Simrad.

Known as the Catch Indicator, it shows the cod-end filling up in four stages as a readout on the ship's echo sounder.

The indicator — and the reasons for its development — were described to fishermen and research workers at a meeting in Lowestoft earlier this month by two Simrad engineers, Arnulfo Borud and Raymond Brede.

As he showed a film of blue whiting fishing, Mr. Borud explained that large pursers have been converted to use mid-water trawls by installing a trawl winch and a net drum.

Many ships also use their purse seine power blocks or Triplex rollers to help handle the net.

An increasing number of ships are taking part in the fishing, which is almost entirely for the meal plant, and very large catches have been made during the short season west of the British Isles.

Nets have had to be considerably strengthened but, on occasions, they have still burst through rapid filling of the bag.

This was seen in the film of a catch taken by the purser *Gerdie Marie*. The cod-end is not fitted and, instead, a submersible pump is lowered into the net and the fish pumped to the hold.

This year the Norwegian blue whiting catch totalled just under 40,000 tons, compared with about 26,000 tons in 1976.



The Simrad indicator is now in production and the first 30 have already been sold for use by Norwegian ships in 1978.

It consists of four sensors which are fastened to the webbing along the length of the cod-end. Each is a frame of four folding bars fixed to the net by a short length of light chain at four points.

Magnets keep the frame folded but, as the bag fills, the fastenings pull the magnets apart to actuate a relay.

The indicator works in conjunction with a Simrad FB Trawl Eye, or similar headline transducer, and information passes through this and along the transducer cable to the ship. Marks on the sounder show whether the bag is quarter, half, three-quarters full or full.

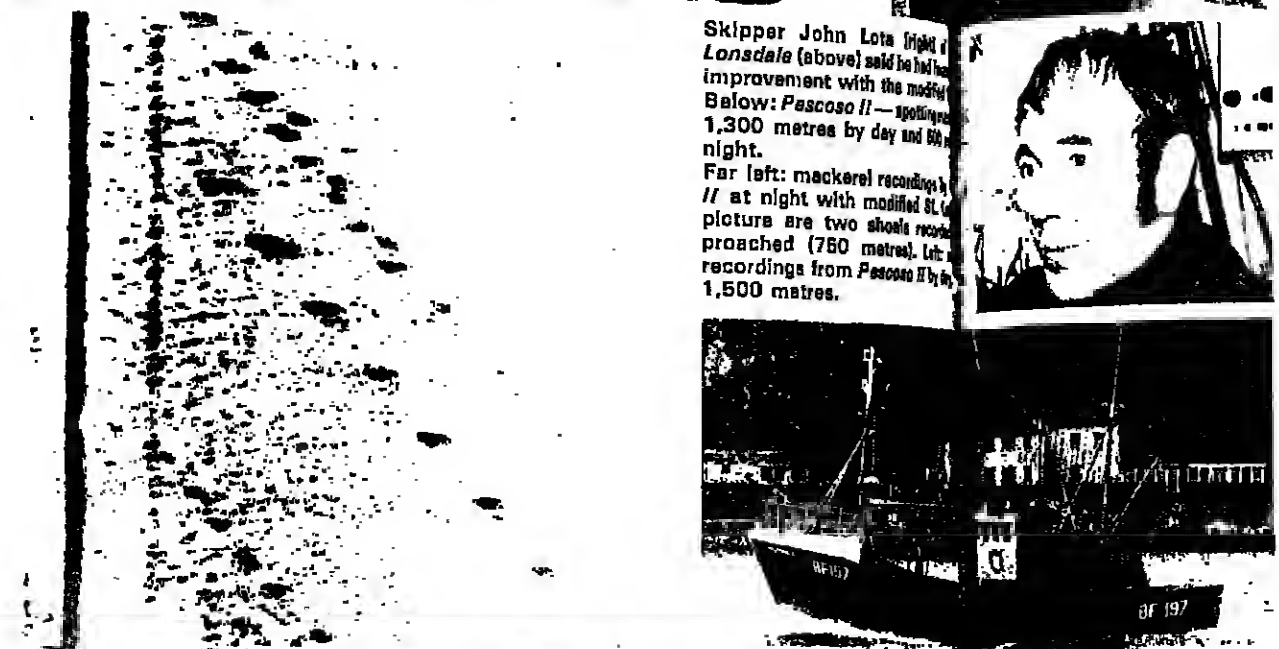
While the indicator does not give a precise, continuing measurement, Norwegian skippers are said to be delighted with results from the prototype. The number of orders already placed is seen as a sign of confidence that the instrument will really help them avoid losses through damaged nets.

News of another Simrad product, the CD situation display for use with sonars when purse seining, was also given by Mr. Borud.

This computer-linked system gives the skipper a picture of almost everything happening to his ship in relation to her gear and the fish being hunted.

It has been used with great success on capelin fishing and also North Sea mackerel. The Irish pursers *Albacore* has one set.

The system costs around £50,000 — but this does not seem to deter owners who believe they need it. So far 25 sets have been installed, mostly in Norwegian ships, and a further 15 are on order.



Watch on fish in the trawl

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Cornish potter for Newquay

A RECENT addition to the fleet at Newquay, Cornwall, is the 28ft. 6in. long wooden crab and lobster boat *Ma Vie*.

She is from the John Moor yard of Charlestown, near St. Austell, which is now one of the handful of Cornish yards left building this traditional-type boat.

John Moor served his apprenticeship with the late Percy Mitchell across the bay at Portmellon, near Mevagissey. Percy was well known for the excellent boats he built.

Ma Vie follows a design originated by Mr. Moor when he started boat building in Charlestown about seven years ago; since then he has completed eight similar boats, most for Cornish owners, but two have been built for Southampton and Wales.

Ma Vie conforms to White Fish Authority requirements and has been built for Arthur Caine of Newquay, who intends to use her mostly for crab and lobster fishing.

Work on the boat started in

1976, but she has really taken only eight months of building time, as the yard has been doing repairs on boats locally.

She is carvel-built, has an 11ft. beam and draws 3ft. to the waterline. The keel is of seasoned English oak 9in. x 5in., and the grown-oak frames are 5in. x 3in. doubled and spaced at 34in. centres with three steamed timbers in between. Hull and deck planking is 1 1/2in. iroko.

A section of the starboard side is reinforced with a further layer of planking to protect the hull from damage by pots being hauled aboard. The top of the gunwale and the rubbing strake are protected throughout with brass strips.

The boat is fitted with a 5in. x 3in. galvanised keel iron, also bilge keel irons to take the hard beach in Newquay harbour. As usual with this type of boat, a Cornish-style mizzen mast is fitted in the cabin.

The wheelhouse is mounted well forward, leaving almost 20ft. of clear working deck space aft; the deck is self-draining. There is excellent forward and side

visibility; and two of the forward facing windows open while the central one is fitted with an electric wiper.

Har six-cylinder 120 hp at 1,400 rpm Ford C-Power diesel is located under the deck, just aft of the wheelhouse. It drives a 21in. x 19in. bronze three-bladed propeller through a 2:1 reduction gearbox and stainless steel shaft. Engine access is through a large removable watertight hatch just behind the wheelhouse.

The engine also drives a Jabsco deck-wash pump and a pump for the hydraulic Spencer-Carter line and pot hauler fitted on the starboard gunwale. Engine controls are duplicated inside and outside the wheelhouse.

Two 50-gallon stainless steel fuel tanks are fitted under the deck.

Wheelhouse aids comprise a Simrad echo sounder, also a 12-channel VHF Seavoice radio with a 20-mile range and a hired Decca Navigator.

Safety equipment includes lifebelts, flares and horn; also an RFD right-mon inflatable life raft. A 30lb. fisherman's anchor is also provided.



Ma Vie, the 28ft. 6in. wooden crab and lobster boat to recently join the Newquay fleet.

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ICELANDIC patrol boats seize trawlers *Stoneberry* and *Souicoates* for alleged illegal fishing off the north coast of Iceland.

FISHERMEN appeal for assistance to clear wrecks off the coast from Portland Bill to Start Point. The wrecks are "numEROUS and dangerous".

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WEIGHING IN at 8st. 3lb. is this blue skate — the biggest landed at Scarborough since the war according to local fishermen. It was caught by *Soulee* (Skipper Alan Jagger) 56 miles north-east of Scarborough and bought by fish buyer, Terry Wood, for £18.80. Pictured with the skate are Malcolm Goodworth and Kevin Singsmore of merchants T. G. Wood. *Soulee* is a steel trawler from the Harker Shipyard.

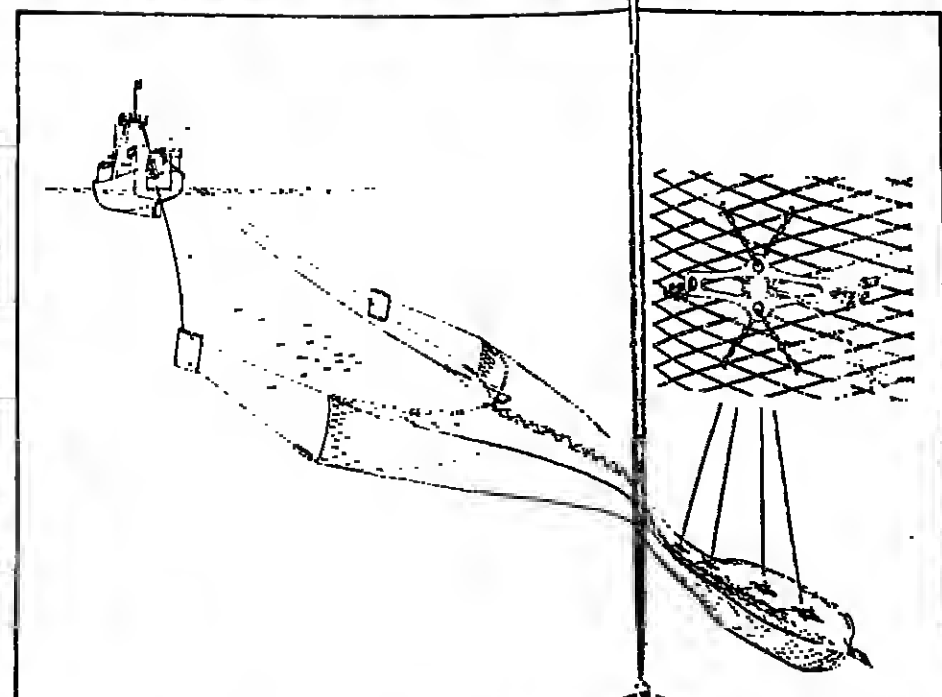
Delighted

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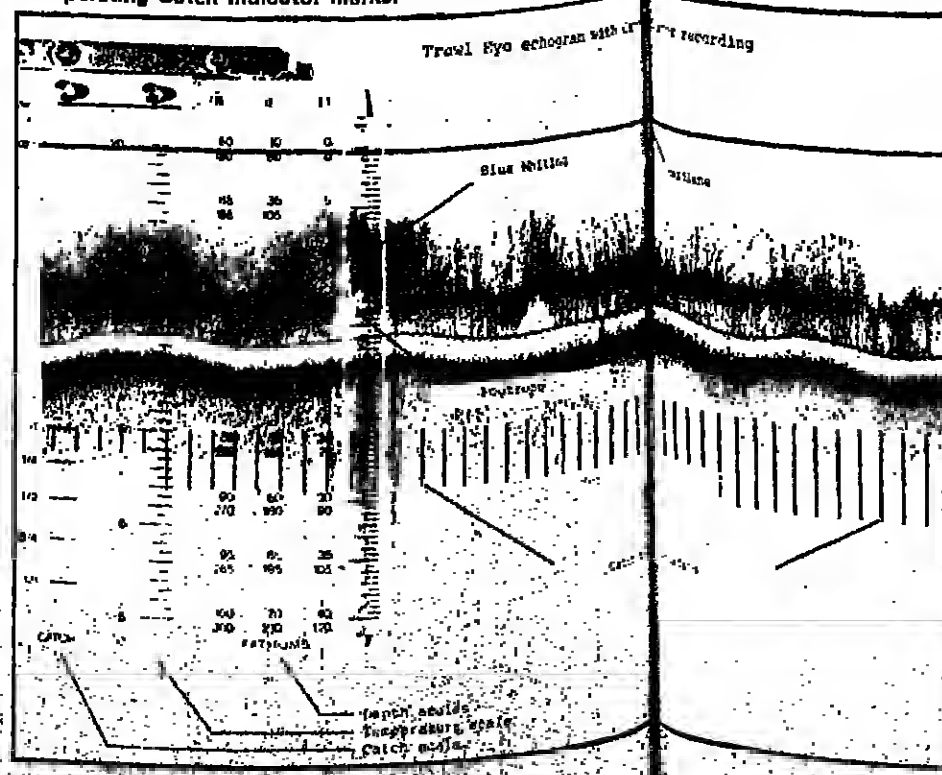
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Above: Simrad's Catch Indicator sits on the Cod-end to warn when filling up. Below: Echogram incorporating Catch Indicator marks.



Radio 'not on'

THE IRISH Fishermen's Organisation has criticised allegedly inadequate radio facilities at Malin Head, County Donegal.

The organisation claims that valuable time has been lost in trying to get urgent messages to the mainland via Malin Head and, according to its chairman, Joey Murrin: "Malin Head radio station is completely inadequate to meet the most elementary requirements and safety regulations for fishermen."

He said that all trawlers were now equipped with a VHF system which was not operated by the Malin Head Station and he criticised the Irish Government which, he claimed, was still telling fishermen that the matter was "being looked into".

"The County Donegal trawler fleet is worth £16 million and the fishermen are demanding a radio communications system that will give them immediate access to the mainland in ship-to-shore communications," Mr. Murrin said.

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'Saving fish for the EEC'

IRELAND has been offered £20m by the EEC to boost her fishery protection service.

But the offer has been criticised by the Irish Fishermen's Organisation which says the money is being offered to carry out work too troublesome and expensive for the EEC to do itself.

The European Commission approved a substantial aid programme towards building up the Irish fisheries protection service, but this money would only be half of that needed.

The decision was based on an Irish plan and the money would be paid towards (a) short-term leasing of two vessels and one aircraft; (b) longer term purchase of five 1,000-ton vessels and five twin-engine medium range aircraft.

The Irish Government's decision on the offer is being made known this week in Brussels.

Commented the IFO: "All the EEC wants Ireland to do is protect fish for the Continent."

Christmas break

THE Christmas/New Year break at Lowestoft fish market will last for almost two weeks. The market will close from December 23 to January 5.

DUTCH SKIPPER DUMPS BANNED HERRING

A DUTCH skipper who threw 2½ tons of herring over the side soon after it was caught while an officer of the Irish Naval Service was on board his trawler, has been fined £10 at Cobh District Court for obstruction.

Pieter Stam, skipper of *Egmond* from Ymuiden, Holland, was also ordered to pay £350 expenses, £75 in costs and £25 interpreter's fee.

Cork solicitor, Rory Conway, made a successful defence to the main charges of fishing for herring in the prohibited Celtic Sea area off Ballycotton, Co. Cork, on November 30 and of having prohibited fish on board.

Mr Conway submitted to District Justice Kevin McCourt that EEC regulations allowed the defendant to have herring on board as five per cent of his total catch for the voyage.

The 25 barrels, or 2½ tons of herring which the skipper had caught, was taken in a single haul and was well within the limit as 200 tons of mackerel and sprats were aboard.

Evidence was given that Lieut. Commander Michael R. Murphy and members of the crew of *LE Deirdre*, saw the Dutch vessel off Ballycotton. There was evidence she was less than 10 miles off the coast.

Ensign Sean Meehan, who

boarded the Dutch trawler, found the nets were being hauled in and the catch consisted almost exclusively of herring.

While he was on board he saw herring being emptied into a chute and so went to the bridge to speak to the captain. He agreed he had about 25 barrels of herring from the haul and the vessel was then formally arrested. Some 20 minutes later, when Ensign Meehan went below, no trace of the 25 barrels of herring could be found.

John McGonick, an officer of the Irish Department of Fisheries, said he and two other officers, plus 12 dockers, searched the vessel in Cobh and could find only three individual herring among the 300-tons of mackerel and sprats.

The skipper, Pieter Stam, said he had fished that area of the Celtic Sea for 10 years and had never before caught herring there at this time of the year.

He told the court that he did not want to catch herring because Dutch regulations are so rigid. It would have shown in his records that he had caught herring in the prohibited Celtic Sea area, and if he had caught them off the west coast, the

false declarations would have been obvious from the vessel's records.

The procedure laid down by the Dutch Government was that herring catches had to be notified and the Dutch Government should then communicate that information to the Irish Government.

He had returned the herring to the sea in the interests of conservation and hoped they were alive at the time. He had been fishing for 14 days in the area.

Asked by the prosecution if he knew it was illegal to be fishing for herring in the Celtic Sea at that time, the skipper replied through an interpreter: "Of course I know, but what could I do when they were in the net?"

He denied that he had been getting rid of the evidence, although the prosecution claimed that this was his motive.

The State Solicitor, Mr. M. J. C. Dampsey, said that the fine allowed by Statute of 1965 was "inadequate" and asked the District Justice to impose the alternative two months jail. His request was refused.

Finance for the venture could come from Whitehall and the EEC's Regional Fund, but the idea is not to

build a new university for fishing.

The plan is to pull together and improve existing facilities for training.

For years there has been intense rivalry between Grimsby and Hull over fishermen's training and education, but with such a massive undertaking there should be ample room for

both centres to survive and, indeed, expand.

Other areas of Britain are known to be interested in the scheme, but the government is thought to favour Humber-side. Both colleges at Grimsby and Hull are now working on the idea in close liaison with the County Council.

If the ventures gets underway, the area would become one of Europe's most important training centres with a wide range of courses from degrees in marine biology to elementary pre-sea training.

The exact siting of the main centres — Grimsby or Hull — is described as 'very sensitive'.

Humber bid for top training centre

A FISHING university to be based in Britain and known as the Centre of Excellence for Fishery Training and Education could be based on Humber-side.

Humber-side Education Committee is putting in a bid to the Department of Education and Science to run the centre.

Finance for the venture could come from Whitehall and the EEC's Regional Fund, but the idea is not to

Boston pair take awards

TWO trawler recruits at Lowestoft have been given awards for their studies at the maritime section of the new College of Further Education.

Steven Green (19), who lives in the neighbouring village of Kessingland, was presented with the training course award given each year to the best adult entrant to the fishing fleet.

He received a pair of binoculars by Charles Meen, shipowner and crewing side for Boston Deep Sea Fisheries.

Alec Harding (18) received the Brian Moyse award for the best young deckhand entering the industry. It was presented by John Balla,

chairman of the Lowestoft fishing industry training committee, together with a pair of binoculars.

Mr. Green is now a crew member on *Boston Sea King*. He had a spell at longshore fishing before joining Boston and was upgraded to deckhand after completing a further training course.

Mr. Harding, also with Boston, took part in the three-month pre-apprenticeship fishing course at Lowestoft before going to sea to qualify as deckhand. He is now back at college studying for an EEC exchange study grant to go to Belgium.

St Phillip first

HIGHEST corner at Lowestoft last week was the Colne stern trawler *St Phillip* (Sk. T. Martin) — one of three vessels to top the 300-kil mark last week.

Returning after 12 days at sea in time for the Wednesday market, her 343-kil landing sold for £1,031.

Another stern trawler, *Tallman Trawlers Barnby Queen* (Sk. Colin Croik), landed 283 kits on the Thursday after 11 days to gross £1,099 and put her in second spot.

Third place went to the Colne stern trawler *St Mark* (Sk. J. Kelly) which, on the Monday, landed 317 kits to gross £9,372 after a 12-day trip.

In fourth place was another Tallman vessel, the stern trawler *Ripley Queen* (Sk. J. Deacon). She came home on Thursday after 12 days with 280 kits which sold for £9,370.

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Irish boat finance DEPOSIT CUT—LONGER LOANS

IRISH FISHERIES minister Brien Lenihan has announced immediate major changes in the terms of BIM's Marine Credit Plan to buy new boats.

The pay-back period has been increased for larger vessels and the minimum deposit has been cut by half — to five per cent.

The new plan has been worked out by the minister in conjunction with BIM, the main banks and the Department of Finance. Now, clearing banks can be a source of loans.

BIM will bring down the bank interest rates with a special subsidy, subject to a maximum reduction of 54 per cent.

The new arrangements are expected to stimulate fleet expansion considerably, according to BIM.

BIM chairman, Brendan O'Kelly, has complimented the minister for securing more favourable credit terms.

Mr. O'Kelly said that the new terms offered an attractive proposition to those wishing to extend their scale of fishing.

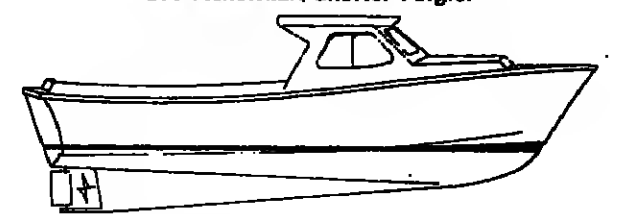
LOCHIN MARINE

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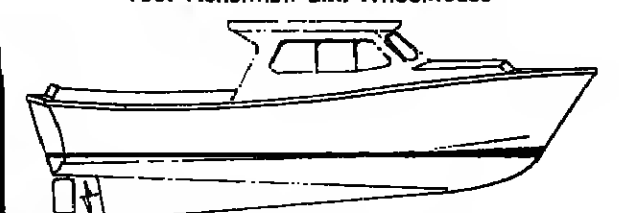
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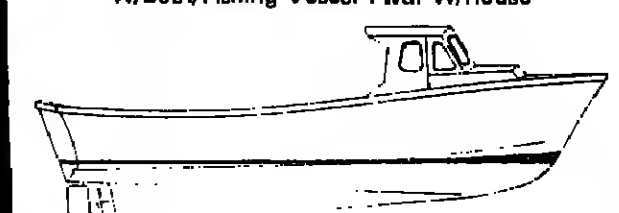
Fast Fisherman/Charter Angler



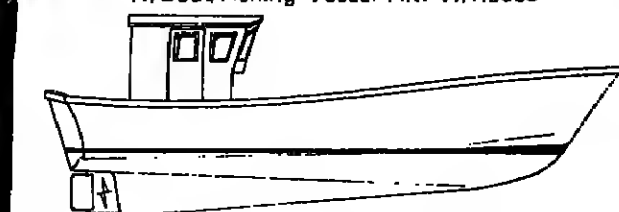
Fast Fisherman Ext. Wheelhouse



W/Boat/Fishing Vessel Fwd. W/House



W/Boat/Fishing Vessel Aft. W/House



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Billingsgate

ONE OF THE traditions of Billingsgate is the porter's "bobbin hat" which is named after the payment purchasers made for carrying fish from stalls to their vehicles.

It is made of leather, with a flat crown on which to place a box of fish, and has an up-turned brim to prevent melt-water dripping down the porter's neck.

Regrettably, films and television reports often depict porters as beasts of burden thoughtlessly conveying fish from vehicle to market to vehicle. In fact, he will collect packages from any one of 80 delivery lorries, each perhaps having one dozen varieties of fish which can be sub-divided again into various sizes and grades.

He will not carry just one order to one delivery vehicle (of which there are 200 or more), but will need to make up the load for his porter-barrow taking into account that, from the last lorry in Tower Hill to the last on the Steam Packet stand, must be nearly one mile.

Nor is he helped by his employers who seem happy to send out lorries worth £20 in the lid of a carton or soles worth £70 in a lidless box. Trying to balance such a load on a barrow requires considerable ingenuity and here the porter may be assisted by one of the "Boats" who stagger down to the market to earn their daily dollar or mether money.

Porters are retained rather than employed, the number attached to each wholesaler being a matter of negotiation between firm and union. They are paid a daily fee plus "bobbin" or porterage money based on the packages carried — and this is subject to a guaranteed weekly minimum. A number of unattached porters, said to be "on the stones", are available to supplement a firm's labour force when there is a particularly large arrival.

Relations between porters and the tenants have to be relatively good. Two separate day long strikes since the war — and each caused by adverse weather — is not a bad record. Some people will say, however, that employers have always given in too easily — and certainly the long term effect of the porter's ban on handling fish from suppliers who deliver directly into the London area is often cited as a reason for the decline in the market's tonnage.

It is suggested that recent elections to the committee of the T&GVU's Billingsgate branch have included a more militant element, which is already flexing its muscles by a recent edict that buyers may not carry their own fish out of the market.

Without doubt past moderation has had much to do with Jim Wilkes, for many years the branch chairman. However, Jim has not been in the best of health recently and his possible retirement will have to be considered.

An ex-porter, said last week: "Who is there down here to replace him?" It is suggested that if the moderates do not find someone, the militants will.

New class

THE 100 ft. long trawler for Aberdeen ordered by the Wood Group (*Fishing News*, December 9) should be in service by December 78.

"I think that size of boat will be ideal for the job," said the firm's managing director, William Wood.

The vessel's principle role will be bottom trawling, though she will be capable of pelagic fishing. She will be the command of Skipper James Wood, and will be the first of a new class.

The new trawler will have a 900 hp engine and her fishroom will be aft. She will have accommodation for 12 men, but fish with 11 crew.

Not all the study work takes place at Plymouth.

The new nautical college at Hull has a number of facilities on offer to students and sections of the course dealing with fishing methods and fishing gear technology

are covered at Hull College of Higher Education.

In 1971 an inspector from the Department of Education and Science visited universities in the USA and proposed to the UK fisheries ministry that there should be a course in fishery sciences. For hundreds of years Plymouth has offered a Nautical Studies Degree, and the port was chosen to run the first degree course at its polytechnic. Next year it is hoped that the course will achieve Honours status.

Seventy-seven students are enrolled for the 4-year course and they come from all over the world, including the UK, Ghana, Nigeria, Malaysia, Thailand, Iceland and South Africa. These will be joined by students from America, Canada and Mexico.

Graduates are expected to take up appointments such as: development officers with research teams, fleet

management posts in trawler owning companies, advisers to operations and design criteria, management posts in fish farming, advisers to overseas governments and other research and development work.

The course is conducted by the School of Maritime Studies to encourage improvement and technical development within the fish industries and to men and women educated to degree level in subjects such as ocean sciences, fish biology and fishing technology.

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The School of Maritime Studies, under whose aegis the course operates, is run by Dr David H. Moreby, Extra Master, Ph.D. and fishery science course tutor and head of the sub-department Ocean Science Group. M.Sc. DIC, MCIT, FRMS, Ex.M.

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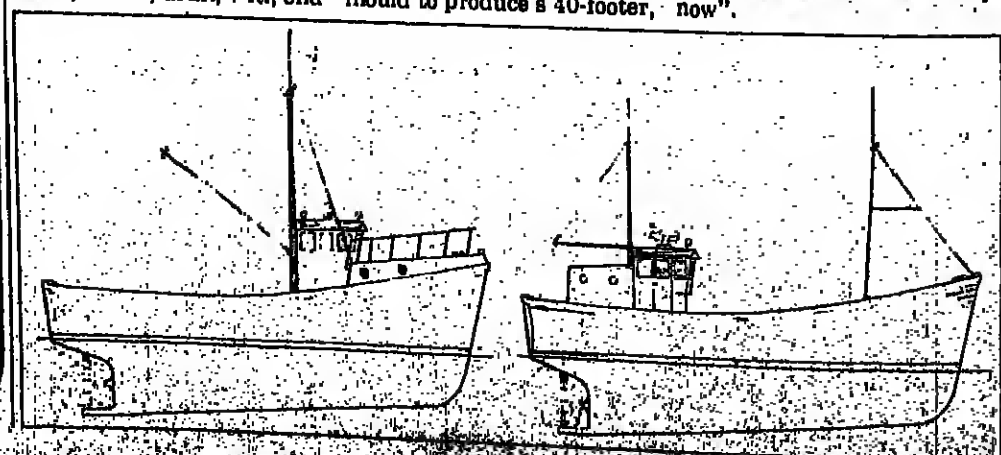
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The two ekkippers had originally ordered the stretch version of the GM43, but they are now to have GM43s which will cost around £10,000 as a bare hull and £20,000 complete, according to gear specified.

The craft will have a 50 tone plus displacement, but registered tonnage will be over 15 tons and under 20 tons to take advantage of VAT and three-mile limit laws.

Two versions of the GM43s: forward wheelhouse with GRP or aluminium wheelhouse (left) and aft wheelhouse with deckhouse (right). The hull will take a 52 ft. prop.

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